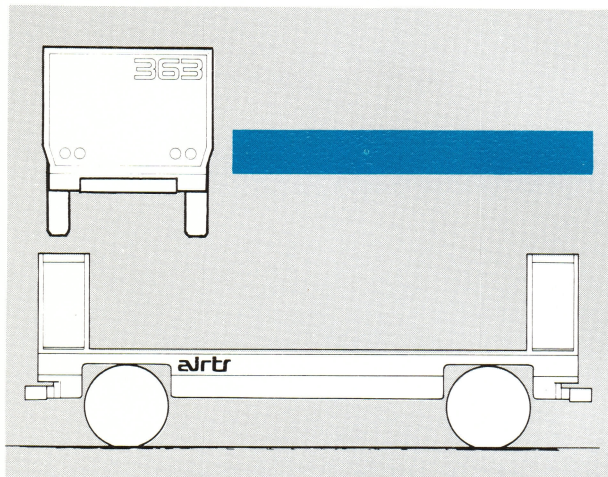


AIRTRANS CARGO SYSTEM



LTV AEROSPACE CORPORATION

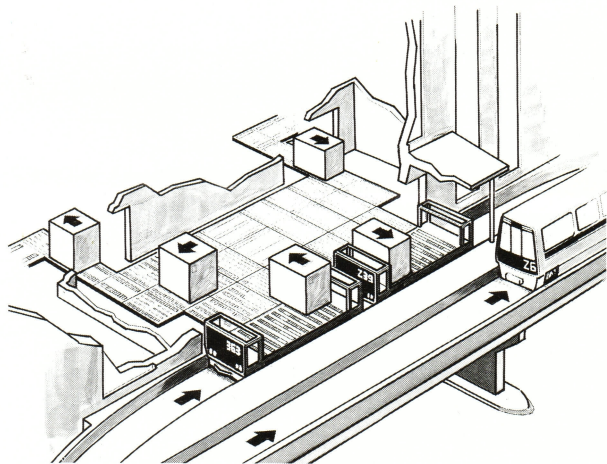
An innovative automatic cargo handling system is an integral part of the AIRTRANS transit system being developed by the Ground Transportation Division for the Dallas/Fort Worth Regional Airport, to be operational in 1973. The system will provide rapid transfer of all interline baggage and mail between widely dispersed airline terminal buildings, deliver supplies to terminals from a central depot, and remove trash from terminal areas and deliver it to a disposal area.



The AIRTRANS cargo vehicle is designed to carry containerized cargo. The basic vehicle chassis and running gear is common to the AIRTRANS passenger vehicle; the body is of open construction to accept containers by side loading. The floor surface consists of powered conveyors, forming a part of the automatic load/unload equipment and interfacing with dockside equipment. The vehicle, roughly 21 feet long and 7 feet wide, can transport approximately 9,000 pounds of cargo.

The AIRTRANS cargo vehicles travel assigned routes, with dedicated container spaces allocated to specific station stops along the route. At the cargo stations, the wayside load/unload equipment is adaptable to a vehicle floor level dock height or to an elevated dock. The equipment features a conveyor platform with an automatic alignment device that positions the dockside equipment to mate the stopping position of the

vehicle. This conveyor/alignment equipment is mounted on the dock or on a hydraulic lift type elevator in a station requiring offloading to an elevated dock. Each station consists of two sets of automatic dockside equipment, one to unload and one to reload the vehicle. A cargo vehicle travelling along a dedicated route sends a signal to an upcoming station, notifying that station of its approach, its route, and its container assignment. This allows attendants to pre-position outgoing containers. The vehicle stops at the offload position where the dockside equipment senses the stopping position and automatically aligns itself prior to offloading. Containers are unlocked from the vehicle and powered conveyors within the vehicle and on the dockside equipment move the containers destined for that station out of the vehicle. The car then moves forward to the load dock where it accepts outgoing cargo, also automatically. The total cycle requires approximately 75 seconds.



The AIRTRANS cargo system as designed for the Dallas/Fort Worth airport is adaptable and expandable to serve in other areas, especially in highly congested metropolitan centers. As an adjunct to the passenger system, AIRTRANS cargo vehicles would pick up cargo from satellite stations easily accessible to airline,